

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 15

Date: October 7, 2009

Subject: Amendment No. 3 to Contract No. 03-029 with William and Yvonne Cheesman for I-10 Construction field office space

Recommendation:* Approve Amendment No. 3 to Contract No. 03-029 with William and Yvonne Cheesman extending by twenty (20) months the existing lease for construction field office space for the Interstate 10 Westbound Widening project under existing terms. Total cost for this lease extension is \$72,503.

Background: **This is an amendment to an existing lease.** In December 2002, the Board approved Contract No. 03-029, a 3-year lease for field office space for the Interstate 10 east projects, with William and Yvonne Cheesman. In February 2006, the Board approved Amendment No. 1 to extend the original lease through April 2008. In May 2008, the Board approved Amendment No. 2 to extend the original lease through October 2009. The office is located immediately adjacent to the I-10/Live Oak Interchange and is approximately 3,750 square feet, on approximately 1 acre of land.

The I-10 Westbound Widening construction project is scheduled to begin later this year with a possible early completion as soon as mid-2011, therefore the lease on the office space needs to be extended. This amendment extends the lease through June 2011. The property owner has agreed to the terms of the existing lease which has a current lease rate of \$3,477.82 per month, increasing 3% annually on November 1st.

*

*Approved
Board of Directors*

Date: October 7, 2009

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

- Financial Impact:*** This item is consistent with the FY 2009/2010 Budget. Lease payments will be funded with Measure I funds.
- Reviewed By:*** This item was reviewed and unanimously recommended for approval by the Major Projects Committee on September 10, 2009. SANBAG Counsel has reviewed and approved the amendment as to form.
- Responsible Staff:*** Garry Cohoe, Director of Freeway Construction

SANBAG Contract No. 03-029-03

by and between

San Bernardino Associated Governments

and

William and Yvonne Cheesman

for

Lease of Real Property**FOR ACCOUNTING PURPOSES ONLY**

<input checked="" type="checkbox"/> Payable	Vendor Contract # <u>03-029</u>	Retention:	<input type="checkbox"/> Original
<input type="checkbox"/> Receivable	Vendor ID _____	<input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Amendment

Notes:

Original Contract:	\$ <u>112,272</u>	Previous Amendments Total:	\$ <u>164,354</u>
Contingency Amount:	\$ _____	Previous Amendments Contingency Total:	\$ _____
		Current Amendment:	\$ <u>72,503</u>
		Current Amendment Contingency:	\$ _____

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL →**\$ 349,129**

↓ Please include funding allocation for the original contract or the amendment.

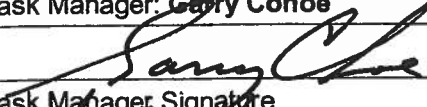
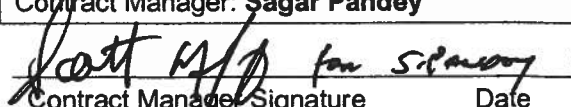
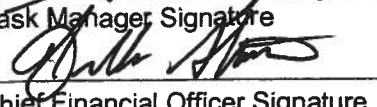
Task	Cost Code	Funding Sources	Grant ID	Amounts
862	5535	Measure I	I300	\$ 72,503
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____

Original Board Approved Contract Date:	<u>12/04/02</u>	Contract Start:	<u>12/04/02</u>	Contract End:	<u>10/31/09</u>
New Amend. Approval (Board) Date:	<u>10/07/09</u>	Amend. Start:	<u>11/01/09</u>	Amend. End:	<u>06/30/11</u>

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:

Approved Budget Authority →	Fiscal Year: <u>09/10</u> \$ <u>28,658</u>	Future Fiscal Year(s) – Unbudgeted Obligation →	\$ <u>43,845</u>
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Is this consistent with the adopted budget? ☒ Yes ☐ NoIf yes, which Task includes budget authority? 862If no, has the budget amendment been submitted? ☐ Yes ☐ No**CONTRACT MANAGEMENT****Please mark an "X" next to all that apply:**☐ Intergovernmental ☒ Private ☐ Non-Local ☐ Local ☐ Partly LocalDisadvantaged Business Enterprise: ☒ No ☐ Yes _____ %Task Manager: Gary CohoeContract Manager: Sagar Pandey

	<u>9/3/09</u>		<u>for S. Pandey 9/3/09</u>
Task Manager Signature	Date	Contract Manager Signature	Date
	<u>9/23/09</u>		
Chief Financial Officer Signature	Date		

SANBAG Contract No. 03-029

Amendment No. 3

By And Between

San Bernardino Associated Governments

And

William and Yvonne Cheesman

For

Lease of Real Property

Whereas, SANBAG Contract No. 03-029 was entered into between San Bernardino Associated Governments, and William and Yvonne Cheesman on November 1, 2002 for lease of real property in Redlands, California; and

WHEREAS, additional time is needed for lease of property,

NOW, THEREFORE, the parties do mutually agree to amend Contract No. 03-029 as follows:

1. This paragraph supersedes item 3 of the Lease Agreement to read:

TERM: This is a One-Hundred-Four (104) month Lease commencing on November 1, 2002 and ending on June 30, 2011.

2. To paragraph 4 of the Lease Agreement, add the following sentence:

LANDLORD shall submit an invoice to SANBAG on the 15th day of each month for rent payments due on the last day of each month.

3. All other provisions and terms of this Lease Agreement and any prior amendments shall remain the same.

IN WITNESS THEREOF, the authorized parties have below signed:

San Bernardino Associated Governments

By: _____
Paul M. Eaton, President
SANBAG Board of Directors

By: _____
William Cheesman &
Yvonne Cheesman

Date: _____

Date: _____

Approved as to form:

By: _____
Jean-Rene Basle,
SANBAG Counsel

Date: _____

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 16

Date: October 7, 2009

Subject: Expansion of Commuter Rail Committee Responsibilities

- Recommendation:** *
1. Approve expansion of the role of SANBAG's Commuter Rail Committee to include policy guidance related to transit services and change the name to Commuter Rail and Transit Committee.
 2. Authorize appointment of two additional members representing areas of the Mountain/Desert areas who also serve as members of Mountain/Desert transit boards.

Background: The recently completed triennial performance audit of the San Bernardino Associated Governments, acting as the county transportation commission, includes a recommendation to consider the development of a broader transit policy committee in light of the multimodal planning in the county and region. The audit refers to several transit connectivity plans and the development of the Long Range Transit Plan that will have broad implications on future travel and commuter behavior, including how passenger rail, bus and non-motorized systems are coordinated. They will also attempt to address issues that will help comply with the SB 375 legislation.

The recommendation is based upon several transit planning activities SANBAG is currently involved with. These include the development of a Long Range Transit Plan (LRTP); the San Bernardino to Redlands Corridor Study; further study of extending the LA Metro Gold Line to the Los Angeles/Ontario International

Approved
Board of Directors

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

Airport; the formation of a Consolidated Transportation Services Agency (CTSA) in the Valley to improve specialized transit services for elderly individuals and individuals with disabilities; the study of commuter needs for the Victor Valley, upcoming studies of improving intercity transit service within the County and consideration of modal alternatives between the Valley and Big Bear; and the development and review of the transit operators' biennial Short Range Transit Plan (SRTP).

Historically, the review of the transit operators' SRTP has been treated geographically with the Victor Valley and rural transit system, the Omnitrans SRTP, and the SANBAG Commuter Rail SRTP being presented to the Mountain/Desert Committee, Plans and Programs Committee and Commuter Rail Committee respectively. The strategic planning for an extension of the Metro Gold Line was presented to the Commuter Rail Committee. The sections of the 2010-2040 Measure I Strategic Plan dealing with the passenger rail and express bus/bus rapid transit programs were presented to the Commuter Rail Committee, whereas the portion of the Strategic Plan dealing with the Valley and Mountain/Desert senior and disabled programs were presented to the Plans and Programs and Mountain/Desert Committees respectively. The LRTP is scheduled to be presented to the Plans and Programs Committee later this calendar year.

While prior practices to obtain policy committee input appear to have been appropriate, there are other transit related studies that are either underway or will be soon that involve the provision of transit service between the Mountain/Desert and Valley regions and it would be appropriate for a single policy committee to provide policy direction as they proceed.

In addition to the above, the statute that created the county transportation commissions provides direction for the role a SANBAG transit policy committee could follow. Government Code Section 130250 states that the commission shall be responsible for the coordination of all public transportation services within the county and shall resolve all jurisdictional disputes between public transit operators. Section 130252 states that the commission shall approve all plans involving the implementation of public transit systems or projects. Section 130303 states that the commission shall be responsible for the short-range capital and service planning including the coordination and approval of all public mass transit service within its jurisdiction and between its jurisdiction and other commissions or transit operators.

The Transportation Development Act (TDA) also provides that SANBAG approve the claims for Local Transportation Funds and State Transit Assistance

Funds for transit and street and road purposes. The TDA also requires that SANBAG contract for the triennial performance audits of the transit agencies to which it allocates funds. SANBAG is then responsible to insure that the operators are making reasonable efforts to improve the performance of their services, either through implementing recommendations from the performance audits, actions identified by the operators and/or by SANBAG. SANBAG has the authority to establish Consolidated Transportation Services Agencies within the County and as noted above a study of creating such an entity in the Valley is underway. And SANBAG is the responsible entity for conducting the unmet transit needs public hearing process in the Mountain/Desert region.

This item was previously reviewed by the Commuter Rail Committee on July 16, 2009 and the Mountain/Desert Committee on July 17th. In general, the previous action recommended five (5) new members, one each from cities of Barstow and Needles, the Victor Valley Transit Authority, the Morongo Basin Transit Authority, and the Mountain Area Regional Transit Authority. Both committees supported the action to rename and reformulate the committee but requested refinement of the member composition.

Based on comments from the committees and additional staff consideration, it is recommended that the "Commuter Rail Committee" be renamed to the "Commuter Rail and Transit Committee" with related member composition per attached Exhibit "A" and that said Committee shall provide policy guidance and recommendations to the SANBAG Board of Directors regarding all related transit services and to the SCRRA delegates with respect to commuter rail.

Financial Impact: Depending upon the agreement to reformulate the Commuter Rail Committee into the Commuter Rail and Transit Committee and the timing required to formally establish it, there could be a slight financial impact relating to the budget for stipends as the committee size would increase.

Reviewed By: This item was reviewed and unanimously recommended for approval by the Commuter Rail Committee on September 10, 2009 and the Mountain/Desert Committee on September 25, 2009.

Responsible Staff: Mitch Alderman, Director of Transit and Rail Programs

EXHIBIT "A"
Commuter Rail and Transit Committee
Member Composition

Eleven elected officials as follows:

Nine (9) SANBAG Valley Board members with two (2) being Southern California Regional Rail Authority primary (*) members and two (2) being SCRRA alternates (**) members, five (5) members shall be SANBAG Valley Board Members appointed by the SANBAG President for two-year terms. The two (2) remaining members shall be SANBAG Mountain/Desert Board members each also being Board members of at least one (1) M/D transit agency. Committee member terms shall be two (2) years.

The terms of appointments for SCRRA members and alternates shall be concurrent with their term on SCRRA Board of Directors.

* SCRRA Primary Member

** SCRRA Alternate Member

Role: Provides policy guidance and recommendations to the SANBAG Board of Directors and SCRRA delegates with respect to commuter rail and transit services.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 17

Date: October 7, 2009

Subject: Southern California Regional Rail Authority (SCRRA) Fiscal Year 2009/2010 Budget Update and Possible Service Reductions

Recommendation:* Authorize an increase in the SCRRA Fiscal Year 2009/2010 operating subsidy, not to exceed \$350,000, as needed to avoid possible service reductions other than those agreed to by the SCRRA member agencies, for a new total of \$9,704,000.

Background: As a result of declining ridership experienced by Metrolink over the past several months, the SCRRA is forecasting a reduction of passenger revenue of nearly \$5.5 million. In addition, SCRRA would like to add \$1.0 million in expenses associated with the transition of train crews from contract to in house; however, this additional cost would only be incurred if the sole source contract negotiation with Amtrak is unsuccessful. In an attempt to address both the loss in passenger revenue and a placeholder of train crew transition cost, SCRRA has identified some internal cost saving and additional revenue, but a shortfall of operating funds in an amount of just over \$5 million remains. SANBAG's share of that shortfall is estimated to be \$345,200.

In an attempt to address the shortfall, SCRRA has been investigating possible train service reductions. Unfortunately, SCRRA initially had taken a simplistic approach to identify potential service cuts by focusing solely on the incremental train services added over the last three years; many of which include additional weekend trains on the San Bernardino Line (6 weekend and 4 weekday trains); the full-year operation of weekend service on the Inland Empire/Orange County

*

Approved
Board of Directors

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

(IEOC) Line (6 trains on Saturdays and 4 trains on Sundays); and the full-year operation of the weekend Orange County Line (8 trains on both Saturday and Sunday).

SANBAG, as well as the other member agency staff, believed that any proposed service reductions should be based on performance and not when the service was initiated. On September 8th a conference call with the SCRRA and member agency staff was held to confirm what train services may be reduced and how each member agency would deal with the remaining budget deficit. The last two San Bernardino Line Saturday evening trains, leaving and arriving San Bernardino at 9:20 p.m. and 1:00 a.m. respectively, is recommended for suspension since the ridership on each train is about 50. The savings related to the elimination of these two trains would be relatively small compared to the \$345,200 discussed above. There is also reason to question the weekend operation of the IEOC during the September to April period – a period when ridership drops off substantially. As proposed, the IEOC service will be limited to two trains or suspended during the lower ridership months and four trains during the heavier ridership months. In addition, the two weekday off-peak IEOC trains that begin and end in Riverside will be eliminated. OCTA has asked that the weekend service on the Orange County Line be suspended. With these train suspensions, SCRRA would expect to save more than \$1.2 during the current fiscal year, leaving a remaining shortfall of almost \$3.9 million. SANBAG's share of the shortfall would be about \$254,000. SANBAG staff is recommending increasing the SCRRA operating assistance by a not to exceed amount of \$350,000 so that should the economic recession continue to result in lower ridership and fare revenue there will be an adequate level of subsidy available.

Financial Impact: The recommendation is to authorize an increase in SANBAG's contribution to SCRRA for operating assistance in an amount not to exceed \$350,000, for a new total of \$9,704,000. This higher level of operating subsidy is still within the Budget Authority approved in the SANBAG Budget under Task 37710000 – Commuter Rail Operating Expenses.

Reviewed By: This item was reviewed by the Commuter Rail Committee on September 10, 2009 and unanimously recommended for approval.

Responsible Staff: Mitch Alderman, Director of Transit and Rail Programs

Minute Action

AGENDA ITEM: 18

Date: October 7, 2009

Subject: Transportation Development Act (TDA) Award of Article 3 Pedestrian and Bicycle Facilities and Transit Stop Access Improvement Projects

Recommendation:* 1. Approve the award of TDA Article 3 funds for Pedestrian and Bicycle Facilities Projects in the amount of \$2,445,550 to fully fund projects recommended for funding in Attachment A to this item. *In addition, award the remaining \$225,800 to the Pacific Electric Inland Empire Trail Segment 5B on the condition that the City of Fontana submits to SANBAG, within 60 days of the Board of Directors October meeting, a Council-authorized commitment to fully fund the project. Should the City of Fontana not provide this commitment to fully fund Segment 5B, the City of Yucaipa would be awarded \$222,941 for the Yucaipa Blvd. sidewalk project. The City of Yucaipa will then have 45 days to commit the funds. Further, any TDA savings for any of the awarded projects may be applied to the next project on the list.*

2. Approve the award of TDA Article 3 funds for Transit Access Improvement Projects in the amount of \$593,027 as identified in Attachment B.

3. Authorize staff to extend the interval between the Call for Projects from every two years to every three years and set a required completion date for project awarded funding through the call to three years.

*

Approved
Board of Directors

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

Background:

In December 2008 the SANBAG Board authorized the release of the biennial TDA Article 3 Call for Projects for 1) Pedestrian and Bicycle Facilities projects and 2) Transit Access Improvement Projects. The amount of Article 3 available for the Call is \$2,671,351 and \$667,838 respectively. In addition to being announced at the December Board the Call for Projects was presented to Plans and Programs Committee, published in SANBAG's Street Smart and posted on SANBAG's website.

Twenty-two (22) Pedestrian and Bicycle Facilities projects from thirteen (13) jurisdictions were submitted for a total funding request of \$8,592,340. An evaluation panel comprised of representatives from SANBAG, Riverside County Transportation Commission (RCTC), San Bernardino County Regional Parks, and the Cities of Highland and Montclair scored the projects using the evaluation criteria below.

<i>Evaluation Criteria</i>	<i>Possible Score</i>
<i>Local Plan Adoption – Requires applicant to have an adopted bicycle facilities plan, bicycle sub-element to the Circulation Element of its General Plan and a development review ordinance, standard or procedure which evaluates the need to incorporate bicycle improvements and/or amenities into conditions of development.</i>	<i>10</i>
<i>Connectivity – The relation of the proposed project to the regional and local systems. Proposed projects will receive 5 points if linked to an existing regional facility; 2 points if linked to an existing local facility; 3 points if closing a gap in the regional system; and 5 points if project involves more than one jurisdiction;.</i>	<i>15</i>
<i>Destinations Served – 2 points will be awarded for each destination served by the proposed project (e.g., employment centers, schools and colleges, retail centers and /or downtown areas, parks and other recreational uses, public buildings such as libraries, museums, government offices, stadiums, and residential areas).</i>	<i>10</i>
<i>Safety – The extent to which the proposed project will increase safety. Consideration will be given to accident incidence, pavement widths, bicycle lane demarcation, sight distances, speed differential and other safety considerations.</i>	<i>15</i>

<i>Evaluation Criteria (Cont'd.)</i>	<i>Possible Score</i>
<i>Local Matching Funds – Proposed projects will receive the following points based upon the extent of local match provided: 5 points for 10-19%; 10 points for 20-29%; 15 points for 30-49%; and 25 points for 50% or greater.</i>	<i>25</i>
<i>Project readiness/Cost Effectiveness – 5 points will be awarded where existing roadways, pavement conditions, intersection signalization and other existing infrastructure accelerate project development. 5 points will be awarded where project design and environment clearances are complete.</i>	<i>10</i>
<i>Population – The applicant's first proposed project will receive 5 points. Subsequent projects from the same applicant will receive 5 points up to a point where the total cost of all proposed projects is less than or equal to the applicants proportional allocation had such funds been allocated on a population basis.</i>	<i>5</i>
<i>Timeliness of Prior Project Completion – The applicant will receive 5 points if a prior funded project was completed within two years from time of award.</i>	<i>5</i>
<i>Total Possible Score</i>	<i>100</i>

Attachment A provides the scoring results in descending order and identifies the Cities of Fontana, Loma Linda, Rancho Cucamonga and Twentynine Palms as recommended for full funding. The attachment also identifies the partial funding for second Fontana project conditioned to recommendation number 1 of this item.

Twenty-nine (29) Transit Access Improvement projects were submitted by five jurisdictions and the Victor Valley Transit Authority (VVTa) for a total funding request of \$593,027. The VVTa submission included improvement projects in all five of the Authority's member jurisdictions. The projects were not evaluated by panel as there are sufficient funds available for all projects. Attachment B lists the Transit Access Improvement projects by jurisdictions.

Finally, staff is asking the Board to extend the intervals between Calls and set a required completion date for projects from two years to three years for few reasons, 1) Jurisdictions are having difficulties meeting the current two year deadline for completion of projects, through no fault of their own. Currently, there are twenty-eight (28) outstanding projects totaling \$5,117,559 of funding that have been granted extensions for completion. Attachment C identifies those

projects and their expected completion date; 2) The cost of projects have increased to a point that only a handful of projects can be awarded with two years of funding; and 3) The life of a TDA allocation instruction is three years. Section 6648 of the California Code of Regulations states "...Any moneys allocated and reserved in the local transportation fund and not authorized for payment within three years after the date of allocation shall cease to be allocated...". It is anticipated that by extending the length of time to complete projects would be completed on time and any excess funding could be rolled into the next Call.

The Plans and Programs Committee discussed the \$225,801 of funds that remained after the award of the top four projects and added language to the staff recommendation that is identified in italics.

Financial Impact: The administration of TDA funds is the responsibility of SANBAG. Expenses associated with this responsibility are included in the adopted budget under Task 50210000 – TDA Administration. The funding source is Local Transportation Fund – Administration. The award of \$2,445,550 for Pedestrian and Bicycle Facilities projects and \$593,027 for Transit Access Improvement projects is consistent with the amount of Article 3 funds held in Task 50610000 – Local Transportation Funds – Pass Through

Reviewed By: This item was reviewed by the Plans and Programs Committee on September 9, 2009 and unanimously recommended for approval.

Responsible Staff: Mitch Alderman, Director Transit and Rail Programs
Victoria Baker, Senior Transit Analyst

Attachment A

LTF Article 3 Pedestrian and Bicycle Projects Redommeded for Funding

Applicant	Project	Article 3 Funds Requested	Project Score	Accumulated Total
Fontana, City of	Pacific Electric Inland Empire Trail Seg 6 (Palmetto to Maple), Priority #1	\$ 1,000,000	88.83	\$ 1,000,000
Twentynine Palms, City of	29 Palms Pedestrian Sidewalk Project	\$ 245,550	74.00	\$ 1,245,550
Loma Linda, City of	Alamitos, Evans & Steward St. Sidewalk Improvement Project	\$ 200,000	73.10	\$ 1,445,550
Rancho Cucamonga, City of	Pacific Electric Inland Empire Trail Phase 4b (Cucamonga Creek to Amethyst)	\$ 1,000,000	72.83	\$ 2,445,550
Fontana, City of	Pacific Electric Inland Empire Trail Seg 5B (I-15 to Baseline), Priority #2	\$ 225,800	71.50	\$ 2,671,350
Funding Level Cut-Off				
Yucaipa, City of	Yucaipa Blvd Sidewalk Improvement (14th to 15th)	\$ 222,941	67.16	\$ 2,894,291
Rialto, City of	Rails to Trails, Priority #1	\$ 1,078,000	66.83	\$ 3,972,291
Big Bear Lake, City of	Lakeview - Paine Road Sidewalk Project, Priority #1	\$ 480,000	66.00	\$ 4,452,291
Redlands, City of	Orange Blossom Trail (Grove to Opal)	\$ 1,152,000	65.16	\$ 5,604,291
Hesperia, City of	Lime Street Class II Bikeway Project, Priority #1	\$ 180,000	64.60	\$ 5,784,291
Colton, City of	Missing Links Projects, Priority #1	\$ 450,338	63.16	\$ 6,234,629
Apple Valley, Town of	Sitting Bull Schools Sidewalk Project	\$ 189,000	62.30	\$ 6,423,629
Hesperia, City of	I Avenue Class II Bikeway Project	\$ 225,000	61.16	\$ 6,648,629
San Bernardino County, DPW	Oro Grande Sidewalk Project	\$ 91,800	57.50	\$ 6,740,429
Colton, City of	Class II Citywide Bike Lane Striping, Priority #2	\$ 56,500	57.30	\$ 6,796,929
Rialto, City of	Palm Ave. & 3rd St. Sidewalk, Priority #2	\$ 160,000	56.16	\$ 6,956,929
Ontario, City of	Magnolia Ave. Ped. Fac. Improvements, Priority #1	\$ 175,266	52.60	\$ 7,132,195
Colton, City of	Bicycle Staging Area - Washington St., Priority #4	\$ 284,994	47.50	\$ 7,417,189
Fontana, City of	Bicycle Mobility Enhancement Phase II, Priority #3	\$ 34,800	46.50	\$ 7,451,989
Ontario, City of	4th Street Ped. Fac. Improvements, Priority #2	\$ 52,900	46.50	\$ 7,504,889
Colton, City of	Colton Avenue Bike Path Lighting, Priority #3	\$ 183,323	44.50	\$ 7,688,212
Big Bear Lake, City of	Village Lakeside Walkway, Priority #2	\$ 629,928	40.00	\$ 8,318,140
TOTAL FUNDS AVAILABLE				\$ 2,671,351

Attachment B

LTF Article 3 Transit Access Improvement Projects Recommended for Funding

Applicant	Article 3 Funds Requested	Jurisdiction Sub-Total	Accumulated Total
Chino, City of Chino Transit Center Access	\$160,000		
		\$160,000	\$160,000
Highland, City of #1 Base Line Bus Stop Access @ Vine Street #2 9th Street Bus Stop Access @ Fairfax Lane #3 9th Street Bus Stop Access @ Central Avenue	\$62,690 \$16,459 \$32,464		
		\$111,613	\$271,613
Rialto, City of #1 875 S. Riverside Avenue #2 1155 S. Riverside Avenue #3 1025 S. Riverside Avenue #4 1149 N. Riverside Avenue #5 1302 N. Riverside Avenue #6 1590 N. Riverside Avenue #7 1395 N. Riverside Avenue #8 1851 N. Riverside Avenue	\$7,121 \$5,778 \$5,778 \$5,483 \$6,072 \$3,496 \$6,072 \$6,072		
		\$45,872	\$317,485
Victor Valley Transit Authority #1 Adelanto Kemper @ Stevens SE Corner #2 Adelanto Bellflower @ Mojave #4 Adelanto Palmdale @ 395 SE Corner #1 County Silverlakes Market Bus Stop Improvement #1 Apple Valley Apple Bear Center on Bear Valley @ Apple Valley Road #2 Apple Valley Apple Valley Road @ Hwy 18 North West Side #3 Apple Valley Central @ Senior Center #4 Apple Valley KoKanee @ Kasota #1 Hesperia Bear Valley Road @ 5th Street #2 Hesperia Main Street @ Choiceana #3 Hesperia Arrowhead Road @ Centennial SB #4 Hesperia Danbury @ Peach Xwalk #5 Hesperia I Ave @ Eucalyptus #6 Hesperia I Ave @ Hercules #7 Hesperia Main Street @ Locust #8 Hesperia Main Street @ Oakwood #1 Victorville Bear Valley Road @ 7th #2 Victorville Amargosa @ Anacapa #3 Victorville Arrowhead @ Green Tree #4 Victorville Rodeo @ Victor #5 Victorville El Evado @ Luna SB #6 Victorville El Evado @ Luna NB #7 Victorville Seneca Road @ El Dorado Way #8 Victorville Amethyst @ Northstar #9 Victorville Bear Valley Road @ 9th Avenue #10 Victorville Hughes @ Pebble Beach	\$3,600 \$4,160 \$5,600 \$45,000 \$14,800 \$9,600 \$2,800 \$2,800 \$35,000 \$8,000 \$7,200 \$8,000 \$6,000 \$6,000 \$8,000 \$8,000 \$14,960 \$4,096 \$4,896 \$7,904 \$2,240 \$4,624 \$4,624 \$8,448 \$5,440 \$2,800		
		\$234,592	\$552,077
Rialto, City of #3 Base Line Road east of Rochester Ave. southside #4 Day Creek Blvd south N. Main St. westside	\$4,400 \$2,350		
		\$6,750	\$558,827
San Bernardino County - DPW Oro Grande bus stop pad	\$34,200		
		\$34,200	\$593,027
TOTAL FUNDS AVAILABLE			\$667,838

Attachment C

LTF Article 3 Projects Awarded Funds in Prior Years

Applicant/Project	Amount Awarded	Project Status
Big Bear Lake, City of - Big Bear Blvd from Mill Creek Road to Paine Road Sidewalk	\$ 318,745	Extension granted to 10/1/09
Colton, City of - Signalizing the Colton Ave. Bike Lane	\$ 245,000	Claim form sent 5/18/09
Santa Ana River Trail Staging Area - South	\$ 210,393	Project Delivery 6/30/09
La Candena	\$ 195,964	Project Complete Claim sent 5/18
North Colton Sidewalk Project	\$ 278,426	Project Delivery 6/30/09
La Cadena Avenue Bus Stop		
Fontana, City of - Pacific Electric Inland Empire Trail, Stage II	\$ 75,074	Progress Payments Being made
Grand Terrace, City of - Mt. Vernon Sidewalk and Bikelane	\$ 100,641	Extension granted to 8/30/09
Highland, City of - Church Avenue Pedestrian Walkway	\$ 94,939	Extension granted to 12/31/09
9th Street Bus Stop @ Guthrie St	\$ 81,649	Extension granted to 9/30/09
9th Street Bus Stop @ Cunningham & Central	\$ 81,649	Project Complete will seek reimbursement
Highland & San Bernardino, Cities of , - 5th St./Greenspot Road Bikeway - Waterman Ave. to Palm Ave. & Boulder Ave. to Valencia Court	\$ 242,880	Project Delivery 12/30/11
Needles, City of - "J" St. & Bailey ADA Ramps		
R Street & Needles Highway ramps	\$ 2,575	Extension granted to 8/30/09
Bailey Ave & Washington - Ramp	\$ 863	Extension granted to 8/30/09
Bailey Ave. & Collins St. - Ramp	\$ 863	Extension granted to 8/30/09
Bailey Ave. & Erin Dr. #1 - Ramp	\$ 432	Extension granted to 8/30/09
Bailey Ave. & Erin Dr. #2 - Ramp	\$ 1,725	Extension granted to 8/30/09
Bailey Ave. & Erin Dr. #2 - Ramp	\$ 863	Extension granted to 8/30/09
Bailey Ave Sidewalk J St. to Morris Street	\$ 24,033	Extension granted to 8/30/09
Ontario, City of - Fern Ave. Pedestrian Improvements	\$ 161,427	Extension granted to 12/31/09
Rancho Cucamonga, City of - Pacific Electric Inland Empire Trail, Phase IV - Grove Ave. to Cucamonga Ck.	\$ 1,315,500	Extension granted to 12/31/09
Foothill Blvd Bus Pad - West of Haven	\$ 19,360	Extension granted to 9/30/09
Foothill Blvd Bus Pad -West of Archibald	\$ 22,680	Extension granted to 9/30/09
Foothill Blvd Bus Pad - East of Elm	\$ 9,100	Extension granted to 9/30/09
Vineyard Ave Bus Pad - South of Ninth St.	\$ 11,000	Extension granted to 9/30/09
SB County Regional Parks - Santa Ana River Trail - Waterman Ave. to Alabama St.	\$ 559,940	Combined with Tea Project
Victorville, City of - Riverwalk Trail Project	\$ 651,838	Progress Payments being made
Yucaipa, City of - Community Core Bikeway Phase II	\$ 390,000	Extension granted to 6/30/2010
Yucaipa Blvd. Bus Pad/Sidewalk	\$ 20,000	Extension granted to 6/30/2010
Total Funds Awarded	\$ 5,117,559	

DISCUSSION ITEMS

-
- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
-

Minute Action

AGENDA ITEM: 19

Date: October 7, 2009

Subject: Mobility 21 Honors Inland Action

Recommendation:* Receive report on 8th Annual Mobility 21 Summit and Award Recipient Inland Action

Background: The 2009 Mobility 21 Summit was held on September 21, 2009, in Los Angeles. Mobility 21 is a coalition of transportation agencies, the Automobile Club, and chambers/private sector organizations which work to bring additional funding and resources to transportation and transit infrastructure in Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties.

The Mobility 21 Summit brings together elected officials, transportation providers, businesses, local municipalities, environmental leaders, labor and community leaders to advocate for solutions to the transportation issues facing Southern California. Over 700 attendees, including SANBAG Board Members Ovitt, Gilbreath, McCallon, McIntyre, and Wapner attended the event. Attendees participated with high level speakers on a number of transportation issues, including goods movement initiatives, the need for collaboration on SB 375 implementation, and implementation of High Speed Rail in Southern California.

This year, Mobility 21 recognized Inland Action of San Bernardino County as Organization of the Year for its support and advocacy for transportation projects in the Inland Empire and the region. Inland Action was recognized not only for its strong activism for San Bernardino County projects but also for bringing together numerous Inland Empire private sector organizations (Inland Empire Economic Partnership, Riverside Chamber, Riverside's Monday Morning Group, Riverside's Valley Group, and the Inland Empire Transportation Coalition) to support important Inland Empire Transportation projects.

Approved
Board of Directors

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

Financial Impact: This item has no immediate financial impact. Expenses related to SANBAG's membership with Mobility 21 and outreach to community organizations is *budgeted* in Task 60510000, Publications and Public Outreach, and Task 10410000, Intergovernmental Relations.

Reviewed By: This item has had no prior policy committee review.

Responsible Staff: Deborah Robinson Barmack
Executive Director

-
- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
-

Minute Action

AGENDA ITEM: 20

Date: October 7, 2009

Subject: Presentation by Mr. Robert Hooker, Executive Director Inland Empire Economic Recovery Corporation on Corporation Activities to Address the Foreclosure Crisis

Recommendation:* Receive and file the report from the Inland Empire Economic Recovery Corporation.

Background: At the SANBAG Board retreat held in September 2008, the Board identified the housing crisis as an area of importance where SANBAG could play a role. In February 2009, the SANBAG Board approved providing funds to the Inland Empire Economic Recovery Corporation (IEERC) to support foreclosure prevention seminars throughout the County.

The IEERC has conducted a number of these seminars as well as other programs designed to avoid the blight and economic disruption caused by residential foreclosures. The Executive Director of IEERC, Mr. Robert Hooker, will present information to the Board on these activities.

Financial Impact: This item has no financial impact.

Reviewed By: This item has not received prior policy committee review.

Responsible Staff: Duane A. Baker, Director of Management Services

Approved
Board of Directors

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 21

Date: October 7, 2009

Subject: Informational Presentation on Interstate 215 Corridor

Recommendation:* Receive informational presentation on the current progress of the reconstruction and widening of the Interstate 215 Corridor in San Bernardino.

Background: **This is an information only item to be received by the Board.** At the September, 2009 Board meeting, a construction contract was awarded for Phase 3 of the Interstate 215 corridor and bids for Phase 4 of the corridor were opened on September 25, 2009. With construction starting soon on these last two phases, staff felt it timely to update the Board on the current status of the corridor improvements.

Financial Impact: Item is for information only and does not impact the budget. TN 838.

Reviewed By: This is an informational presentation to the October 7, 2009, Board meeting.

Responsible Staff: Paula Beauchamp, Capital Project Manager

*Approved
Board of Directors*

Date: October 7, 2009

Moved: Second:

In Favor: Opposed: Abstained:

Witnessed: _____

-
- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
-

Minute Action

AGENDA ITEM: 22

Date: October 7, 2009

Subject: Update on the development and implementation of Inland Empire 511

Recommendation:* Receive Report and Provide Direction.

Background: In May 2009, both the SANBAG and Riverside County Transportation Commission Boards (RCTC) took action to develop and implement an Inland Empire only 511 program (IE 511). This program includes a phone service, website and smart phone applications, to provide commuters one-stop shopping for transportation and mobility options. Program development is underway and at the October Board meeting, Staff will present an update on the program's development and provide further information on the upcoming deployment.

Financial Impact: Funds for the development and implementation of the IE 511 system have been included in the Fiscal Year 2009/2010 Budget, totaling \$600,000. Task Number 40609000, utilizing Congestion Mitigation and Air Quality funding (88.53%) and Measure I Transportation Mitigation and Environmental Enhancement funds (11.47%).

Reviewed By: This item and presentation did not receive prior Policy Committee review.

Responsible Staff: Michelle Kirkhoff, Director of Air Quality/Mobility Programs

Approved
Board of Directors

Date: October 7, 2009

Moved: Second:

In Favor: Opposed: Abstained:

Witnessed: _____

AGENCY REPORTS

-
- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
 - San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
-

OCTOBER COMMUTER RAIL REPORT

1. PATRONAGE

San Bernardino Line:

Ridership on the San Bernardino Line decreased 2% from last month and was down 13% from the same month in 2008. This was the first month below 12,000 in almost two years. So far, September patronage is back up a bit, currently averaging 11,963 passenger trips per weekday.

San Bernardino Line Saturday patronage was up 1% from last month but continues to be slower in year-to-year comparison. Preliminary September data predicts a slightly stronger month with a current average of 3,530 passenger trips per Saturday.

Sunday average ridership on the San Bernardino Line was 6% higher than the average last month, but was almost 11% lower compared to August 2008. As of mid-September, average Sunday ridership is 18% higher than August with a current average of 2,640 passenger trips per Sunday.

Riverside-Ontario-Los Angeles Line:

Ridership on the Riverside Line decreased almost 3% from last month. In addition, August 2009 was 11% slower than August 2008. A preview look at September ridership figures suggests stronger patronage with the current September average at 4,911 passenger trips per weekday.

Inland Empire-Orange County (IEOC) Line:

August average daily ridership on the IEOC Line increased 1% from last month but was down 25% from the same month last year. At this point, September patronage is slightly higher than August with the average daily ridership currently at 4,082 passenger trips per weekday.

Total System:

System wide, August average daily ridership dropped slightly (-1%) from July but dropped more than 15% from August 2008. This was the first drop below 40,000 daily passenger trips in almost three years. Early data for September is a bit higher than August with the current average at 40,621 passenger trips per weekday.

Table 1

Average Weekday Daily Ridership*

	<u>San Bernardino</u>	<u>Riverside</u>	<u>IEOC</u>	<u>Systemwide</u>
August 2009	11,793	4,753	3,918	39,802
August 2008	13,538	5,337	5,193	47,111
% Change	- 12.9%	- 10.9%	- 24.6%	- 15.5%

* Adjusted for Holidays

Table 2

Average Weekend Ridership

	<u>San Bernardino</u> <u>Saturday</u>	<u>San Bernardino</u> <u>Sunday</u>
August 2009	3,406	2,240
August 2008	3,991	2,505
% Change	- 14.7%	- 10.6%

2. ON-TIME PERFORMANCE (arrival within 5 minutes of scheduled time)

San Bernardino Line:

On-time performance results were mixed this month for the San Bernardino Line. Outbound trains improved three percentage points while inbound trains dropped a point to finish August 92% and 93% on time, respectively. Mechanical difficulties accounted for twenty-five of the seventy reported delays.

Riverside-Ontario-Los Angeles Line:

On-time performance for the Riverside Line improved from July to August and posted the best performance for this line in over a year. Inbound trains picked up two percentage points to perform on time 100% of the time. Outbound trains gained three points, from 95% on time in July to 98% on time in August. Signals/communications and dispatching each accounted for one reported delay.

Inland Empire-Orange County (IEOC) Line:

On-time performance results were also mixed for the IEOC Line from July to August. Southbound trains improved from 95% to 98% on time, but northbound trains dropped two points to finish August on-time 93% of the time. Mechanical difficulties caused seven of the twenty-three reported delays.

Table 3

On Time Performance

**% of weekday trains arriving w/in 5 min of scheduled time
(August 2009 vs. August 2008)**

	<u>San Bernardino</u>		<u>Riverside</u>		<u>IEOC</u>	
	In	Out	In	Out	So	No
August 2009	93%	92%	100%	98%	98%	93%
August 2008	96%	95%	98%	95%	98%	93%



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

September 16, 2009

Members of the Governing Board:

Chairman
Dr. William A. Burke
Speaker of the Assembly
Appointee

Vice Chairman
Dennis R. Yates
Mayor, Chino
Cities of San Bernardino County

Michael D. Antonovich
Supervisor, Fifth District
County of Los Angeles

Michael A. Cacciotti
Councilmember, City of South Pasadena
Cities of Los Angeles County/
Eastern Region

Bill Campbell
Supervisor, Third District
County of Orange

Jane W. Carney
Senate Rules Appointee

Josie Gonzales
Supervisor, Fifth District
County of San Bernardino

Ronald O. Loveridge
Mayor, Riverside
Cities of Riverside County

Joseph K. Lyou, Ph.D.
Governor's Appointee

Jan Perry
Councilmember, 9th District
City of Los Angeles Representative

Miguel A. Pulido
Mayor, Santa Ana
Cities of Orange County

Tonia Reyes Uranga
Councilmember, City of Long Beach
Cities of Los Angeles County/
Western Region

Vacant
County of Riverside

To: Mayors and Councilmembers

From: **Dennis R. Yates**, Mayor/City of Chino
Cities of San Bernardino County
Vice Chairman, South Coast AQMD

Attached are the agenda items and the outcome of the September 11, 2009, AQMD Governing Board meeting, and a preview of the item for discussion at the October 2, 2009, meeting.

PUBLIC HEARING ITEM AT THE SEPTEMBER 11, 2009 BOARD MEETING

Amend Rule 317 – Clean Air Act Non-Attainment Fees

(Staff is recommending that the public hearing on this item be continued to the December 4, 2009 Board meeting)

The public hearing for the proposed amended rule was continued to the July Board meeting. The newly proposed amendments incorporate provisions for an alternative baseline for calculating the applicable Clean Air Act Non-Attainment fees as requested by the Board at the April 2009 public hearing. (Review: Administrative Committee, May 5, 2009; Stationary Source Committee, January 23, 2009, March 20, 2009, May 22, 2009, June 19, 2009, and July 24, 2009)

Amend Rule 1145 – Plastic, Rubber, Leather and Glass Coatings

(Staff is recommending that the public hearing on this item be postponed until some unspecified date.)

The proposed amendment would, in part, implement control measure MCS-07 – Application of All Feasible Measures of the 2007 AQMP by aligning the current VOC limit for the multi-colored category with the VOC limit recommended in U.S. EPA Control Techniques Guidelines. A new coating

category is recommended for addition to the table of standards for coating glass panels used in refrigerated glass door assemblies. Other minor clarifications and corrections (e.g., numbering) are also proposed. (Review: Stationary Source Committee, July 24, 2009)

Amend Rule 102 – Definition of Terms

The proposed amendment adds several compounds to the list of exempt compounds in Rule 102. The U.S. EPA has delisted these compounds from its definition of VOC because of their negligible photochemical reactivity. (Review: Stationary Source Committee, July 24, 2009)

Majority Votes: 8 Yes, 0 No, 4 Absent

PUBLIC HEARINGS SET FOR OCTOBER 2, 2009 BOARD MEETING

Clean Fuels Program Draft Plan Update

The Board requested that staff bring the Clean Fuels Program Plan Update before the Board as a separate item to solicit more direct input before requesting final approval each year in early spring. This action is to receive and file the calendar year 2010 Clean Fuels Program Draft Plan Update with major emphasis on electric and hybrid vehicles, including plug-in hybrids, clean engine technology deployments and emissions control retrofits, such as selective catalytic reduction technologies. (Technology, September 25, 2009)

Please find attached the September issue of *SCAQMD Advisor* for your information.



REPORT: Mobile Source Air Pollution Reduction Review Committee

FROM: Gwenn Norton-Perry, SANBAG Representative to the MSRC

SYNOPSIS: Below is a summary of key issues addressed at the MSRC's regularly scheduled meetings on July 16 and August 20, 2009. The MSRC's next scheduled meeting is September 10, 2009, at 2:00 p.m. in Conference Room CC8.

Approved July 16, 2009 MSRC Meeting Minutes

The July 16, 2009 MSRC meeting minutes were approved by the MSRC at its August 20, 2009 meeting. At the July 16, 2009 meeting, the MSRC also ratified the actions taken at its June 18, 2009 meeting, which were taken by a committee of the whole due to the lack of a quorum. The actions taken on June 18, 2009, were enumerated in the committee report provided to the AQMD Board at its July 10, 2009 meeting.

Clarify Approval of Technical Advisor Services Contract

At its June 18, 2009 meeting, as a committee of the whole, the MSRC approved a new two-year contract in the amount of \$317,016 for Technical Advisor Services for FYs 2009-10 & 2010-11, including a two-year option to extend, subject to approval by the MSRC and AQMD Board. At its August 20, 2009 meeting, the MSRC ratified this action and addressed a request by staff for clarification on the option to extend. The MSRC clarified that the contract will include an option clause to be exercised at the MSRC's discretion, for a subsequent two-year term in the amount of \$323,356, which includes a two percent increase, subject to approval by the AQMD Board at a later date. The AQMD Board will consider this contract award at its September 11, 2009 meeting.

Approval of Fund Transfer for FY 2009-10 Administrative Expenses

Administrative costs for the AB 2766 Discretionary Program are limited to five percent annually per statute. Every year the MSRC adopts an Administrative Budget for the upcoming fiscal year to ensure costs remain within this limitation. On June 18, 2009, as a committee of the whole, the MSRC adopted its FY 2009-10 Administrative Budget in the amount of \$660,953, nearly \$30,000 below the five percent cap. The MSRC ratified this action at its July 16, 2009 meeting. However, while the Administrative Budget is adopted annually by the MSRC, expenditures are not directly drawn from the MSRC fund account, but are taken directly from the AQMD's budget and subsequently reimbursed

from the MSRC fund account. In order to do this, a fund transfer must be done. Thus, on July 16, 2009, the MSRC approved a fund transfer in the amount of \$58,880 from Special Fund 23 to the AQMD's FY 2009-10 Budget of Science & Technology Advancement, Services and Supplies Major Object, to facilitate payment of MSRC Miscellaneous Direct and Travel Costs. The fund transfer is subject to AQMD Board approval on September 11, 2009.

Issuance of New/Replacement Contract for CNG Bus Demonstration

The MSRC awarded BusWest, Inc. \$90,928 for the lease of two CNG school buses to support the Mountain Area CNG School Bus Demonstration Program. The buses entered service in August 2008. Due to refueling infrastructure difficulties, the buses were unable to accrue the intended length of service. Consequently, in March 2009 the MSRC approved augmenting the contract in the amount of \$10,928 and extending the lease term. Unfortunately, the modification was not executed before the contract's expiration date. Of the \$101,856 approved for the bus leases, \$33,660 remains currently unspent. At its July 16, 2009 meeting, the MSRC unanimously approved a new/replacement contract to BusWest, Inc. in an amount not to exceed \$33,660 for a five-month term to fulfill the MSRC's intent. The replacement contract is subject to AQMD Board approval on September 11, 2009.

Modifications to MSRC's Regional 511 Outreach Program

The MSRC previously awarded a \$1,000,000 sole-source contract to the Los Angeles County Metropolitan Transportation Authority to implement an outreach campaign for 511 Commuter Services. Subsequently, a decision was made to separate and apportion outreach activities on a sub-regional basis. At its July 16, 2009 meeting, the MSRC unanimously agreed to bifurcate the original Metro contract and approved a reduction in scope and contract value in the amount of \$300,000, as well as a contractor name change from Metro to LA SAFE, which is the legal public entity authorized to establish a 511 traveler information system. The MSRC also approved LA SAFE's Media Plan for their 511 Outreach Program. Next, the MSRC awarded a \$350,000 sole-source contract to RCTC for implementation of a similar outreach program in Riverside and San Bernardino Counties. Finally, the MSRC awarded a \$50,000 sole-source contract to The Better World Group, which is the MSRC's existing Outreach Coordinator. The Better World Group will perform pre- and post-campaign surveying and effectiveness evaluation to ensure uniformity and completion in a timely manner for both programs. These actions are subject to AQMD Board approval on September 11, 2009. On August 20, 2009, the MSRC approved RCTC's Media Plan for their 511 Outreach Program.

Approval of Local Government Match Program Projects

The MSRC allocated \$3 million for the FY 2008-09 Local Government Match Program to fund alternative fuel vehicle and infrastructure projects as well as repowers and retrofits of emergency response and off-road vehicles, multi-jurisdictional traffic signal synchronization, and remote diagnostics of fleet vehicles. A total of 41 applications

requesting more than \$11 million were received when the Program Announcement closed on May 29, 2009. The PA included a \$375,000 geographic minimum per county with funding to be awarded on a first-come, first-served basis; with applications received the first day deemed received at the same time. Funding requested the first day in the 27 applications received totaled \$5.4 million. Staff prorated projects to remain within the \$3 million allocated and prepared two backup lists. The first backup list, which would require an additional \$2,774,840 in funding allocation, represents full funding for all applications received the first day as well as meeting the geographic minimum. The second backup list, totaling \$5,252,341, would provide funding for all remaining applications received. Some cities have applied for Federal Stimulus monies, which may reduce their MSRC funding requests but this will be addressed at a later time when more details are known. At its July 16, 2009 meeting, the MSRC approved full funding for all applications received the first day as well as projects which would meet the geographic minimum totaling \$5,774,840. The additional \$2.77 million was approved as part of the FY 2009-10 AB 2766 Discretionary Fund Work Program.

Additional Alternative Fuel School Bus Funding for Private Pupil Transportation Providers

The MSRC previously allocated \$4 million to buydown the cost of alternative fuel school buses for private pupil transportation providers as part of its FY 2006-07 Work Program. These funds have been exhausted but demand for incentives continues. To ensure compliance with Fleet Rule 1195, at its July 16, 2009 meeting, the MSRC unanimously approved allocating \$2 million as part of its FY 2009-10 AB 2766 Discretionary Fund Work Program to continue to provide these incentives for the near future.

Update on FY 2009-10 AB 2766 Discretionary Fund Work Program

It is estimated that approximately \$16 million is available for the FY 2009-10 AB 2766 Discretionary Fund Work Program. This includes projected revenue and interest, carryover and turnback funds. With the two allocations above approximately \$11.3 million is still available for allocation under the FY 2009-10 Work Program. The MSRC-TAC formed four subcommittees to develop recommendations on how to allocate these funds. The MSRC will consider recommendations in September.

Received and Approved Final Reports

The MSRC received and approved the following final reports at their July 16 and August 20 meetings:

1. SunLine Transit Agency Contract #MS08022, which provided \$311,625 towards the purchase of 15 CNG buses;
2. Pupil Transportation Cooperative Contract #MS08065, which provided \$10,500 to existing CNG station modifications;
3. City of Culver City Contract #MS07055, which provided \$192,000 towards the purchase of six refuse trucks equipped with advanced CNG engines;

4. Ware Disposal Company Contract #MS08020, which provided \$900,000 towards the purchase of 30 refuse trucks equipped with advanced CNG engines; and
5. Consolidated Disposal Service Contract #MS06012, which provided \$297,981 for installation of an LNG station and maintenance facility modifications.

All final reports are filed in the AQMD's library and a two-page summary of each closed project can be viewed in the electronic library on the MSRC's website at <http://www.cleantransportationfunding.org>.

Contract Modification Requests

At its July 16 and August 20, 2009 meetings, the MSRC considered contract modification requests and took the following unanimous actions:

1. For Westport Fuel Systems Contract #MS07003, which provides \$1,500,000 for an Advanced Natural Gas Engine Incentive Program, approval of a six-month no-cost contract term extension, an increase in the incentive amount per vehicle from \$35,000 to \$45,333, and a change in the incentive mechanism from a rebate to a buydown (the incentive increase and mechanism are subject to AQMD Board approval on September 11, 2009);
2. For Allied Waste Services Contract #MS07054, which provides \$1,280,000 towards the purchase of 40 natural gas refuse trucks, approval of a two-year no-cost contract term extension, and contractor name change to Republic Services Inc. as a result of a company merger (the name change is subject to AQMD Board approval on September 11, 2009);
3. For City of Inglewood Contract #ML06031, which provides \$225,000 towards the purchase of seven heavy-duty LPG vehicles and installation of an LPG station, approval of a one-year no-cost contract term extension;
4. For City of Garden Grove Contract #ML07024, which provides \$75,000 towards the purchase of three heavy-duty CNG vehicles, approval of a ten-month no-cost contract term extension;
5. For CR&R Inc. Contract #MS07057, which provides \$896,000 towards the purchase of 28 natural gas refuse trucks, approval of a ten-month no-cost contract term extension;
6. For City of La Habra Contract #ML07033, which provides \$75,000 towards the purchase of heavy-duty CNG vehicles and CNG station upgrade, approval of a 13-month no-cost contract term extension;
7. For Consolidated Disposal Service Contract #MS06012, which provides \$297,981 for installation of an LNG station and maintenance facility modifications, approval of a one-year no-cost contract term extension, but denial of a contract value increase to cover higher than estimated project costs.

The MSRC also approved an amount not to exceed \$250 for lodging expenses incurred by MSRC Chair Ron Roberts while attending the AQMD's August 3-4, 2009 Green Tech

Connect Forum in Pasadena, California; and \$1,300 to procure promotional items for the MSRC's booth at the same event and future events as supplies last.

Contracts Administrator's Report

The MSRC's AB 2766 Contracts Administrator provides a written status report on all open contracts from FY 2002-03 through the present.

ADDITIONAL INFORMATION

APPOINTING/ELECTING AUTHORITY	REGIONAL COUNCIL (12:00 noon)	POLICY COMMITTEES (RC Members Serve on One Each) (Subregional Appointments) (County Commissions Appoint One to TCC) (10:00 a.m.)		
		Community, Economic, and Human Development	Energy and Environment	Transportation and Communications
District 6 (Grand Terrace, Colton, Loma Linda, Redlands, Yucaipa)	P. Gilbreath			P. Gilbreath
District 7 (San Bernardino, Highland)	L. McCallon			
District 8 (Rialto, Fontana)	D. Robertson			
District 9 (Rancho Cucamonga, Upland, Montclair)	P. Eaton		P. Eaton	
District 10 (Chino, Chino Hills, Ontario)	G. Duncan			G. Duncan
District 11 (Barstow, Big Bear, Needles, Twentynine Palms, Yucca Valley)	B. Jahn	B. Jahn		
District 65 (Adelanto, Apple Valley, Hesperia, Victorville)	G. Coleman			
San Bernardino County	G. Ovitt			G. Ovitt
SANBAG Acting as County Transportation Commission	K. Chastain			K. Chastain
SANBAG Subregional Appointees*		B. Cortes G. Norton-Perry Vacant (J. Mitchell)	Vacant (J. Harrison) E. Scott	Vacant (P. Leon) J. Pomierski
*One appointee to each policy committee for a total of three appointees per subregion, plus one additional appointee for every SCAG District over three in the subregion. SANBAG has a total of seven subregional appointees to the policy committees.				

Rules of Appointment

1. SANBAG policy stipulates that all SANBAG appointees be SANBAG Board Members.
2. SCAG President appoints Regional Council members to Standing and Policy Committees.

Terms of Appointment

Terms of appointment for Regional Council members representing odd numbered districts expire immediately following the SCAG General Assembly in April of odd numbered years. Terms of appointment for Regional Council members representing even numbered districts expire immediately following the SCAG General Assembly in May of even numbered years. SANBAG appointments to SCAG Policy Committees are for a term from May through the next regular SCAG general assembly of the following year.

Stipend

SCAG provides Regional Council members \$100 per day for a maximum of four meetings per month, plus mileage. A stipend for the fifth meeting per month may be received on approval by SCAG's Executive Director. SCAG also provides subregional appointees representing SANBAG on SCAG Policy Committees \$70 per meeting.

Meeting Information

The regular meetings of SCAG Regional Council, Standing Committees, and Policy Committees are on the first Thursday of each month at the SCAG Offices located at 818 W. Seventh Street, Los Angeles:

10:00 a.m., Policy Committees
12:00 noon, Regional Council

Policy Committees

Community, Economic, and Human Development: Provides policy recommendations to the Regional Council on subjects of housing, land use, resource, economic, community development, infrastructure, employment, and regional disaster preparedness issues. Reviews and recommends to the Planning Committee revisions to the Housing, Economy, Growth Management, Human Resources, and Finance Chapters of the Regional Comprehensive Plan and Guide.

Energy and Environment: Acts as the policy advisory committee to the Regional Council on environmental issues, including air and water, hazardous, solid waste management, natural resources conservation, and energy conservation. Reviews the Environmental Impact Report of the Regional Comprehensive Plan and Guide.

Transportation and Communications: Acts as the policy advisory committee to the Regional Council on all regional matters pertaining to the movement of goods and people on land, water, and air. Reviews and recommends to the Regional Council all major utility development plans. Addresses the location, size, or capacity, timing, and impact of facilities.

SANBAG Policy Committee Membership

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
Administrative Committee SANBAG President, Vice President, and Immediate Past President 3 East Valley (2 City, 1 County) 3 West Valley (2 City, 1 County) 3 Mt/Desert (2 City, 1 County) City members shall be SANBAG Board Members elected by caucus of city subarea. Supervisors collectively select their representatives. The SANBAG Vice President shall serve as Chair of the Administrative Committee.	Makes recommendations to Board of Directors and: (1) Provides general policy oversight which spans the multiple program responsibilities of the organization and maintains the comprehensive organization integrity; (2) Provides policy direction with respect to administrative issues, policies, budget, finance, audit, and personnel issues for the organization; (3) Serves as policy review committee for any program area that lacks active policy committee oversight. Committee has authority to approve contracts of up to \$25,000 with Board of Directors ratification to follow.	Brad Mizelfelt, Supervisor, Vice President (Chair) Paul Eaton, Montclair, President (Vice Chair) Gary Ovitt, Supervisor, Past President Paul Biane, Supervisor Pat Gilbreath, Grand Terrace Josie Gonzales, Supervisor Mike Leonard, Hesperia Brad Mizelfelt, Supervisor Pat Morris, San Bernardino Gwenn Norton-Perry, Chino Hills Rick Roelle, Apple Valley Dennis Yates, Chino	6/30/2010 6/30/2010 6/30/2010 12/31/2009 12/31/2010 12/31/2009 12/31/2010 12/31/2009 12/31/2009 12/31/2009 12/31/2009 12/31/2009 12/31/2010
Commuter Rail Committee Nine Valley-elected officials, four of who shall be the Southern California Regional Rail Authority primary (*) and alternate (**) members. The terms of appointments for SCRRA members and alternates shall be concurrent with their term on SCRRA. The four remaining members shall be SANBAG Board Members appointed by the SANBAG President for two-year terms.	Provides policy guidance and recommendations to the SANBAG Board of Directors and Southern California Regional Rail Authority delegates with respect to commuter rail service in San Bernardino County. * SCRRA Primary Member ** SCRRA Alternate Member	Pat Gilbreath, Redlands** (Chair) Pat Morris, San Bernardino* (Vice Chair) Kelly Chastain, Colton Bea Cortes, Grand Terrace Neil Derry, Supervisor Paul Eaton, Montclair* Larry McCallon, Highland John Pomierski, Upland Diane Williams, Rancho Cucamonga**	Indeterminate (6/30/2010) Indeterminate (6/30/2010) 12/31/2009 12/31/2010 12/31/2010 Indeterminate 12/31/2010 12/31/2009 Indeterminate
Mountain/Desert Committee Membership consists of SANBAG Board Members from each Mountain/Desert jurisdiction and County Supervisors representing the First and Third Districts.	Provides ongoing policy level oversight related to the full array of SANBAG responsibilities as they pertain specifically to the Mountain/Desert subregion. The Committee also meets as the Mountain/Desert Measure I Committee as it carries out responsibilities for Measure I Mountain/Desert Expenditure Plan.	Bill Jahn, Big Bear Lake (Chair) Mike Leonard, Hesperia (Vice Chair) Neil Derry, Supervisor Jim Harris, Twentynine Palms Ryan McEachron, Victorville Julie McIntyre, Barstow Brad Mizelfelt, Supervisor William Neeb, Yucca Valley Trinidad Perez, Adelanto Rick Roelle, Apple Valley Jeff Williams, Needles	Indeterminate (6/30/2010) Indeterminate (6/30/2010) Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate

SANBAG Policy Committee Membership

[illegible]

Only Committee Meeting, 2:00 p.m.	Second Wednesday, 9:00 a.m., SANBAG Offices
Administrative Committee	Third Thursday every other month following the SANBAG Board meeting (Odd Months), 12:00 noon, SANBAG Offices
Commuter Rail Committee	Second Thursday following the SANBAG Board meeting, 9:00 a.m., SANBAG Offices
Major Projects Committee	Third Friday, 9:00 a.m., Apple Valley
Mountain/Desert Committee	Third Wednesday, 12:00 noon, SANBAG Offices
Plans & Programs Committee	

SANBAG Policy Committee Membership

SANBAG Ad Hoc Committees

COMMITTEE	PURPOSE	MEMBERSHIP
<p>Audit Subcommittee of the Administrative Committee</p> <p>In November 2008, the Board approved the creation of an Audit Subcommittee of the Administrative Committee to strengthen the financial oversight function of the Board.</p> <p>Additional SANBAG Board Members may be appointed annually at the discretion of the Board President.</p>	<p>The responsibilities of the Audit Subcommittee shall be to:</p> <ul style="list-style-type: none"> • Provide a direct contact between the independent auditor and the Board of Directors before, during and after the annual audit. • Work with the auditor and SANBAG staff on reviewing and implementing practices and controls identified in the annual audit. 	<p>Audit Subcommittee (for FY 2008-2009 Audit)</p> <ul style="list-style-type: none"> - SANBAG President – Paul Eaton, Montclair - Vice President – Brad Mitzelfelt, Supervisor - Immediate Past President – Gary Ovitt, Supervisor - Presidential Appointment – Pat Gilbreath, Redlands
<p>Ad Hoc Committee to Review Council of Government Roles</p> <p>In June 2006, the SANBAG President appointed the committee.</p>	<p>Reviews SANBAG activities and Board Member requests related to SANBAG's role as a Council of Governments.</p>	<p>Kelly Chastain, Colton (Chair)</p> <p>Dennis Hansberger, SBCO, representing East Valley and Mountain/Desert</p> <p>Josie Gonzales, SBCO, representing the East Valley</p> <p>John Pomierski, Upland, representing West Valley and recognizing his position as Major Projects Committee Chair</p> <p>Pat Morris, San Bernardino, representing the East Valley</p> <p>Paul Eaton, Montclair, representing the West Valley and recognizing his position as Plans & Programs Committee Chair</p> <p>Vacant - Jim Lindley, Hesperia, representing Mountain/Desert and recognizing his position as Mountain/Desert Committee Vice Chair.</p>
<p>Ad Hoc Committee on Litigation with San Bernardino County Flood Control District</p> <p>In January 2007, the SANBAG President was authorized to appoint an ad hoc review committee of SANBAG Board Members who do not represent local jurisdictions party to the San Bernardino County Flood Control District vs. SANBAG litigation relative to the Colonies Development.</p> <p>In April 2008, the role of this committee was expanded to include the Cactus Basin litigation.</p>	<p>Reviews and provides guidance on litigation with San Bernardino County Flood Control District regarding the Colonies Development and the Cactus Basin in Rialto.</p>	<p>Pat Morris, San Bernardino, Chair</p> <p>Mark Nuaimi, Fontana</p> <p>Pat Gilbreath, Redlands</p> <p>Richard Riddell, Yucaipa</p> <p>Larry McCallon, Highland</p>

This list provides information on acronyms commonly used by transportation planning professionals. This information is provided in an effort to assist SANBAG Board Members and partners as they participate in deliberations at SANBAG Board meetings. While a complete list of all acronyms which may arise at any given time is not possible, this list attempts to provide the most commonly-used terms. SANBAG staff makes every effort to minimize use of acronyms to ensure good communication and understanding of complex transportation processes.

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ARRA	American Recovery and Reinvestment Act
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation and Air Quality
CMIA	Corridor Mobility Improvement Account
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CSAC	California State Association of Counties
CTA	California Transit Association
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DBE	Disadvantaged Business Enterprise
DEMO	Federal Demonstration Funds
DOT	Department of Transportation
EA	Environmental Assessment
E&D	Elderly and Disabled
E&H	Elderly and Handicapped
EIR	Environmental Impact Report (California)
EIS	Environmental Impact Statement (Federal)
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds
MAGLEV	Magnetic Levitation

MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
NAT	Needles Area Transit
NEPA	National Environmental Policy Act
OA	Obligation Authority
OCTA	Orange County Transportation Authority
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PNRS	Projects of National and Regional Significance
PPM	Planning, Programming and Monitoring Funds
PSE	Plans, Specifications and Estimates
PSR	Project Study Report
PTA	Public Transportation Account
PTC	Positive Train Control
PTMISEA	Public Transportation Modernization, Improvement and Service Enhancement Account
PUC	Public Utilities Commission
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
RSTIS	Regionally Significant Transportation Investment Study
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
S RTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TSM	Transportation Systems Management
TSSDRA	Transit System Safety, Security and Disaster Response Account
USFWS	United States Fish and Wildlife Service
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

San Bernardino Associated Governments



MISSION STATEMENT

To enhance the quality of life for all residents, San Bernardino Associated Governments (SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient, multi-modal transportation system
- Strengthen economic development efforts
- Exert leadership in creative problem solving

To successfully accomplish this mission, SANBAG will foster enhanced relationships among all of its stakeholders while adding to the value of local governments.

Approved June 2, 1993
Reaffirmed March 6, 1996